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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

COUNTRY East Germany

SUBJECT Administration of the Aircraft Industry:

Plants 801 and 803, Dresden-Klotsche

(construction of plants for building a/a & difficulties)

PLACE
ACQUIREDDATE OF
INFO.

DATE DISTR. 19 November 1957

NO. OF PAGES 4

NO. OF ENCLS.

SUPPLEMENT TO
REPORT NO.

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ENCLOSURE ATTACHED
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1. The large construction project at Dresden-Klotsche is project No 13-70. Bauunion Sued has employed 900 workers for the project; a total of 1,300 were formerly employed. The remaining 400 laborers were transferred to the construction projects in Bautzen, Marxwalde, and Schwarze Pumpe. In addition, various sub-contractors with varying numbers of employees were involved in the Klotsche project. The chief construction management consisted of:

Chief construction manager for
above-ground construction

Langhammer (fnu)

Deputy

Guelndner (fnu)

Chief construction manager for
underground construction

Walter (fnu)

Deputy

Kladewitz (fnu); Lammle is no longer
there, his whereabouts is unknownBuilding Supply contractor for
both construction managements

Knorr (fnu)

Construction supervisors at:

Object No 19

Object No 22

Graf (fnu) and Umlauf (fnu)

Mertel (fnu) and Meissner (fnu)

Object No 23

Ellerbrock (fnu)

Object No 12

Hille (fnu)

Object No 13

Lehmann (fnu) who has been transferred
since this object was completed.The following supplementary information has been received on the
individual objects mentioned in previous reports:~~SECRET~~
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2. Construction Object No 32. Runway and Taxiways

The location and direction of the runway, the locations of the taxiways and the construction projects Nos 2, 22 and 7 (hatched on the sketch), were identified on an official construction plan. These reference points were entered on the map at a scale of 1:12,500. The runway with a width of 80 meters and a concrete cover of 50 cm was to be completed in a length of 2,500 meters by 23 June 1957. The concrete taxiways, called by-lanes, were 15 meters wide and 50 cm thick. The dotted line in the northern section marks the planned extension of the runway to a total length of 2,800 meters which, however, has not yet been approved. The extended concrete strip of the taxiway in front of the hangars Nos 19-22, referred to as parking area, was 30 meters wide and 50 cm thick. No night lighting facilities have been observed along the runway. Schels Hill has meanwhile been almost completely removed.

3. Plant No 801

Construction Object No 1	Two-story administrative building 120 x 15 meters
Construction Object No 2	Hangar, 92 x 57 x 12 meters, no new information
Construction Object No 3	Six-story building, 100 x 12 meters, housing construction office; previous designation "Object No 16" was not correct
Construction Object No 12	Hangar, 96 x 57 x 12 meters, no new information
Construction Object No 13	Hangar 70 x 50 x 12 meters, no new information
Construction Object No 16	Six-story building, 130 x 15 meters, housing administration and technological section; previously had the wrong designation of Object 3 or 33
Construction Object No 18	Hangar, 142 x 52 x 14 meters, no new information
Construction Object No 19	Hangar, 170 x 150 x 14 meters, steel structure, was to be completed by the fall of 1957, but it is very probable that the target date was not met
Construction Object No 23	Hangar, 130 x 30 x 14 meters, interior work going on, no new information
Construction Object No 24	Planned hangar, 130 x 30 x 14 meters, begin of construction work scheduled for the fall of 1957
Construction Object No 70	Hangar, 25 x 25 x 14 meters, interior work still under way, no new information
In the northern section of field:	
Construction Object No 31	About 60 x 15 meters, probably wind tunnel
Construction Object No 36	Planned hangar, about 100 x 50 x 14 meters, probably hangar for test aircraft, excavation work already started

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The exact locations of Objects 31 and 36 could not be definitely determined. It could not be determined if a water reservoir was planned or already established.

The following objects were observed but their numerical designation could not be determined:

- a "Resia" barracks
- b Barracks used as storage facility
- c Transformer
- d Provisionary heating house or garages
- e Barracks housing storage facility
- f Completed board fence
- g Two transformers

4. Plant No 803

Construction Object Nos 20 and 21	Planned hangars; construction work was to begin soon
Construction Object No 22	Hangar, 170 x 150 x 14 meters, interior work and final assembly of IL-14 still under way
Construction Object No 35	Hangar for IL-14 test planes; formerly incorrect designation No 8
Construction Object No 7	Former repair hangar, now used for sub-assembly of IL-14s
Construction Object Nos 25 and 26	Auxiliary hangars Nos 21 and 22, not mentioned in previous reports. Construction work was probably stopped because of delays in keeping the target dates of all other auxiliary installations.

5. General Objects

Construction Object No 4	Building housing fire department and MVA/L guard detail
Construction Object No 6	Small workshop
Construction Object No 10	Old heating plant
Construction Object No 68	Provisional heating plant; a big heating plant is to be constructed at the same site
Construction Object No 88	Railroad station, still under construction
Construction Object No 101) and buildings of former officer) candidate school (LKS), items 1) through 4)	Under renovation for the time being
h Flight control station	
p Storage sheds	
q Convicts camp	
e Newly established rubber dump	

6. Individual Measurements

The hangars Nos 19 through 22 are 60 meters apart from each other and 50 meters distant from the parking area. The distance between hangars 19 and 23 as well as between 20 and 24 is also 60 meters. The concrete road between hangars 19 through 22 and 23 through 26 is 8 meters wide and 30 cm thick. The completed connecting lanes from the road to the parking area are 16 meters wide and have a 30-cm thick concrete cover.

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7. Target Dates

The target dates fixed for the individual construction projects have not been kept. There were delays of up to 1 year. This unfavorably influenced the manufacture of the IL-14 and repeatedly delayed the mass production of type-152 aircraft. The reasons for the repeated delays in the construction projects include insufficient material supply, inefficient planning, and lack of technical knowledge of the construction personnel.

 **Comment.** According to the original plan, the runway is located at an angle of $41^{\circ}/221^{\circ}$, determined on the basis of Sheet 4848 AMS Series M 841. For layout sketch of airfield and Plants Nos 801 and 803 at Dresden-Klotzsche, see Annex.

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COUNTRY East Germany

SUBJECT Verwaltung der Luftfahrtindustrie (VLI) DATE OF REPORT 25 October 1957
 Plants Nos 801 and 803 in Dresden-
 Klotzsche PLACE ACQUIRED

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DATE OF INFO

LAST REPORT ON SUBJECT
 (If applicable)

ANNEXES

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1. The large-scale construction project in Dresden-Klotzsche has the project No 13-70. Bauunion Sued has employed there 900 workers, while a total of 1,300 were formerly employed. The remaining 400 laborers were transferred to the construction projects in Bautzen, Marxwalde, and Schwarze Pumpe. In addition, various sub-contractors with a fluctuating number of employees were involved in the Klotzsche project. The chief construction management consisted of:

Chief construction manager for
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Chief construction manager for
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Building Supply contractor for
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Mertel (fmu) and Meissner (fmu).

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The following supplementary information has been received on the
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The location and direction of the runway, the location of the taxiways and the construction projects Nos 2, 22 and 7 (hatched on the sketch), were identified on an official construction plan. These reference points were entered on the map at a scale of 1:12,500. The runway with a width of 80 meters and a concrete cover of 50 cm was to be completed in a length of 2,500 meters by 23 June 1957. The concrete taxiways, called by-lanes, were 18 meters wide and 50 cm thick. The dotted line in the northern section marks the planned extension of the runway to a total length of 2,800 meters which, however, has not been decided. The extended concrete strip of the taxiway in front of the hangars Nos 19-22, referred to as parking area, was 30 meters wide and 50 cm thick. No night lighting facilities have been observed along the runway. Schels Hill has meanwhile been almost completely removed.

3. Plant No 87A

Construction Object No 1	Two-story administrative building 120 x 15 meters
" " No 2	Hangar, 92 x 57 x 12 meters, no new information
" " No 3	Six-story building, 100 x 12 meters, housing construction office; previous designation "Object No 16" was not correct
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4. Plant No 803

Construction Object Nos 20 and 21

" " No 22

" " No 35

" " No 7

" " Nos 25 and 26

Planned hangars; construction work was to begin soon

Hangar, 170 x 150 x 14 meters, interior work and final assembly of IL-14 still under way

Hangar for IL-14 test planes; formerly incorrect designation No 8

Former repair hangar, now used for sub-assembly of IL-14s

Auxiliary hangars Nos 21 and 22, not mentioned in previous reports.

Construction work was probably stopped because of delays in keeping the target dates of all other auxiliary installations.

5. General Objects

Construction Object No 4

" " No 6

" " No 10

" " No 68

" " No 88

" " No 101

and buildings of former officer)
- candidate school (LKS), items 1)
through a

Building housing fire department and NVA/L guard detail

Small workshop

Old heating plant

Provisional heating plant; a big heating plant is to be constructed at the same site

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Comment: According to the original plan, the runway is located at an angle of $41^{\circ}/221^{\circ}$, determined on the basis of Sheet 4848 AMS Series M 841. For layout sketch of airfield and Plants Nos 801 and 803 at Dresden-Klotsche, see Annex.

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Autobahn

225,1
Chem. Schels-B.
Former H. B., now
removed. See Page
2 of report.

Flugplatz u. Werke 801 u. 803

DRESDEN-KLOTZSCHE

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